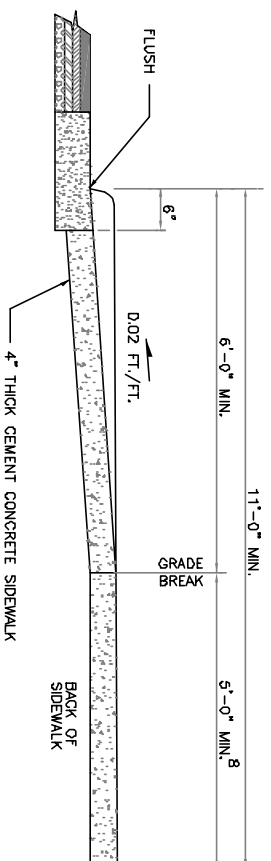


NOTES:

1. RAMP AND APPROACHES SHALL BE CLEAR OF OBSTACLES INCL. HYDRANTS, POLES, AND INLETS.
2. RAMP SHALL BE TEXTURED BY IMPRINT OF METAL GRID WITH 1/2" SPACING.
3. RAMP CENTER LINE SHALL BE PERPENDICULAR TO OR RADIAL TO CURB RETURNS UNLESS OTHERWISE APPROVED BY ENGINEER.
4. WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF THE STREET, RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING SIDEWALK LOCATIONS ON OPPOSITE SIDE OF STREET. SEE DWG. NO. 4-001.
5. ON ARTERIAL STREETS, IN GENERAL CASE, CURB RAMPS SHALL BE CONSTRUCTED TWO PER RADIUS, IN OR PREFERABLY ADJACENT TO THE MAIN PEDESTRIAN PATHS.
6. ON RESIDENTIAL STREETS OR WHERE UTILITIES ARE IN CONFLICT OR STREET GRADE EXCEEDS 4.0% CURB RAMPS MAY BE CONSTRUCTED ONE PER RADIUS, AT MIDPOINT OF CURB RETURN OR AT MAIN PEDESTRIAN PATH.
7. SEE SEC. 3.02 AND 3.05.
8. WHEN LANDING IS LESS THAN 5 FEET, USE WSDOT STANDARD PLAN F-3 - CURB RAMP ALTERNATIVE.



Curb Ramps in Vertical Curb

THE CITY OF MAPLE VALLEY

STANDARD PLAN NO. MV-4-002